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C. A. MENET, Representative.



FRIDAY, FEBRUARY 12, 1909.

WAR OF EXTERMINATION

ON HILL MEN?

Nothing more surprising could have occurred than the sudden and totally unexpected interjection of Senator Brandegee's influence into the contest over the Bridgeport City court appointments. In favor of the "Old" Republican slate. Rumor says that the Senator has made this move in order to aid Sheriff Hawley who really secured his re-election and who, as county boss had undertaken to settle the City court question in favor of the "Olds."

If the "Youngs" were all for Hill, and the "Olds" all for Brandegee, in the Senatorial contest, the situation would be comprehensible. Was such the fact? If so, the bottom motives of both Brandegee and Hawley could be easily conjectured. The matter could be classed as a mere development of the war of revenge which began with the rejection of Postmaster Allen of Middletown by the Senate and is now hanging ominously over the futures of Postmasters Marigold and Horskamp.

Evidently, Senator Brandegee has shaken off the indolence with which he was charged by the Hartford Courant, and has become a very busy man, though not in the constructive statesmanship which is the high duty of U. S. Senators. He has made "a new departure" for Senators by interfering in purely city affairs and by presuming to name city officials. Hitherto, Senators have limited their activities to Federal offices, nominations to which come before the Senate for confirmation. Will this rampant Senator now extend his sphere of discipline and revenge to county, city, probate district, etc., affairs and make war upon every Hill man found in office or aspiring thereto? Is it a war of extermination? Perhaps Senator Brandegee as the new state boss, and Sheriff Hawley as the Fairfield County boss, may yet decide to settle the harbor line and water works questions for Bridgeport. If so, it would not be difficult to determine in advance what positions they would take.

TWO VERY NOTABLE MEN.

To-day is the 100th anniversary of the birth of both Abraham Lincoln and Charles Darwin, the one accredited with the preservation of the Union and the liberation of the slaves and the other with discovery of the theory of evolution. Lincoln's first idea was not freedom for the slaves; that was adopted as a means to an end, the continued existence of the American Union. Darwin's purpose was purely scientific, designed to free the minds of men from the thralldom of error as to the origin of the human species. When Lincoln was delivering those remarkably notable campaign speeches in 1860 which elected him to the Presidency, Darwin was publishing his book, "Origin of the Species." The purposes of the two men differed so widely that it is exceedingly difficult to draw a satisfactory parallel between them, except chronologically. As Appleton's of February says, "America is proud of Lincoln; England ought to be, and some day will be proud of Darwin."

While conceding the greatness of Lincoln as man and as President, exception may be taken to the growing custom of naming him "the first American," for that characterization has these many years been given to George Washington who not only won the war of independence under very adverse conditions but also guided the newborn republic to a safe and permanent establishment. Exception may also be taken by some to the characterization of Lincoln as "the greatest of American Presidents," upon the ground that Washington was the greatest in executive ability, Jefferson in constructive statesmanship, and Grant in military achievement. But comparisons are ever odious. Why not give to each of the mentioned full credit for what he did, and reserve decision upon their relative merits?

Congressman Hill will vote to sustain the President's census veto. Senator Brandegee is non-committal upon the subject—probably too busy with home matters to give it due attention.

George L. Fox of New Haven, who drafted the Corp Practices act, has prepared amendments thereto, which have been presented in the Senate. Evidently, he does not intend that the act shall be repealed if it can be saved by amendments.

facts—that the court is overcrowded with litigation which calls for prompt action.

Measures which are usually referred to the committee on Railroads, are not so numerous as usual in the General Assembly. This may be due to a belief that such measures would be delayed until after the creation of a Public Utilities commission and then referred to it.

California's rejection of the bill providing for the segregation of Japanese school children, the most offensive to Japan of all the proposed Anti-Japanese legislation, marks the probable end of the Pacific coast agitation which, at one time, threatened to break off the friendly relations between the two countries. The so-called "gentlemen's agreement," under which Japan agreed to restrict emigration to this country and which has actually reduced the total of arrivals heavily, will now be given a continued and fair test.

THE AUTOMOBILE WORLD

The 100-mile race for the \$2,000 Minneapolis Cup, at the Florida Beach meet next month, bids fair to establish some new speed records.

A touring car service—much like the tally-ho of old—is being established between New York and Philadelphia. The distance is 90 miles, and the round trip fare \$3.

In emergencies, an excellent washer for a tire pump may be cut from the tongue of an ordinary walking boot, treated with grease for the gear-box.

The town board of Hazleton, Ind., has passed an ordinance putting a premium on noise. The ordinance limits the speed to eight miles an hour and compels drivers to sound a horn at least twenty times a minute while passing through the town.

The prevention of any collection of carbon or metal dust in the high tension compartment is a matter to guard against in the operation of combination contact makers and synchronized high tension distributors. If this accumulates, uncertain ignition is likely to result.

Mrs. Joann Newton Cuneo, of Richmond Hill, N. Y., and Miss Alice Porter, of Elgin, Ill., who have entered the Woman's Championship race during the Mardi Gras Carnival, New Orleans, February 20-22, are both skilled drivers and the contest promises to be exciting and close.

The Long Island Motor Parkway plans for the future seem to be somewhat in doubt, but the indications are that ultimately work will be resumed. Nothing can be prophesied at this time as to the date when the Vanderbilt Cup, but it is hardly probable that this famous trophy will be allowed to drop out of sight.

A careful analysis of the motor legislation, being considered in nearly every State in the Union this year, shows that the general tendency is toward compelling drivers to pass some kind of an examination, and that criminal abuse of roads should be punished by revocation of license, temporary or permanent.

to have the taximeter driven by the front wheel. The object of the latter is, of course, to prevent the distance skidded by the rear wheels being registered by the taximeter.

Deep opposition has arisen in Michigan to the proposition of State Highway Commissioner Earle, that the Legislature impose a tax of ten cents per horse-power per year on automobiles for road purposes. Inasmuch as there are more automobiles manufactured in Detroit and Michigan than in any other area in the country, and inasmuch as the makers and owners are called upon to bear their portion of the good roads appropriation, in addition to the proposed tax, motorists feel that they are already doing their share.

An expert motorist declares that stiff valve springs may close the valves with so much force as to break the heads from the stems, or they may break the stems at the key-way. Springs too weak to hold the valves on the cans will make the engine weak at high speeds, and will produce clattering, owing to the rattling of the valves. It would be remembered in this connection that an excessively stiff spring, even if it does not injure the valve seat by the constant hammering action, is consuming power which would be better expended in driving the car.

Rapid work on the draft of a uniform automobile law is being made by the commissioners appointed by New York, New Jersey and Connecticut for that purpose. It provides that the fees imposed shall be in lieu of taxes on private motor vehicles, that non-resident motorists shall be exempt from registration, provided they have been registered in their home State, and that "no person shall operate a motor vehicle or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway, or so as to endanger property, or the life or limb of any person." Local ordinances are prohibited.

Hoarse coughs and stuffy colds that may develop into pneumonia over night are quickly cured by Foley's Honey and Tar, as it soothes inflamed membranes, heals the lungs, and expels the cold from the system. F. B. Brill, local agent.

Thackeray's "Jeames."

The "fashionable reporter" (Mr. R. F.) of the Post was a familiar figure at wedding and receptions in the forties and fifties, and Thackeray always spoke of him as "Jeames" and voiced the vials of ridicule on him and his works. "Jeames" avenged himself by carefully leaving Thackeray's name out of all his lists. "Jeames" had one direful experience. When Prince Albert went to the Isle of Wight to inspect Osborne the "fashionable reporter" managed to get on board the royal yacht before she left Cowes. When the boat was halfway across the Solent the presence of a stranger on board was detected, and he was interrogated by one of the suit. Jeames announced his professional position and was informed that he had been guilty of an unwarrantable intrusion. He was forthwith bundled into a small boat which was attached to the yacht, and as the sea was rough he was drenched to the skin in a few minutes.

When the yacht arrived at Portsmouth the tide was low, and Jeames was pulled out of the boat and compelled to wade to the shore through the mud as best he could.—London Truth.

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